

**In the Claims:**

Please amend claims 1-16 as follows:

1. (currently amended) A method of controlling a twin-clutch transmission (10), wherein torque is transmitted from a drive shaft (I) to an output shaft (O) by way of via a first clutch (C1) and by way of via a first transmission path (E2, Z8, Z9, S2, Z3, Z4), and with a second clutch C2) is being at least partially closed in order to transmit an additional torque from the drive shaft (I) to the output shaft (O) by way of via a second transmission path (E1, Z1, Z2, S1, Z3, Z4; E1, Z5, Z6, S3, Z7) when the torque transmitted by way of the first clutch (C1) reaches a predetermined upper limit; said method comprising the steps of:

comparing torque (MMot) provided by the engine with a current permissible upper limit for a selected gear and an operating mode of the transmission, said current permissible upper limit being selected to ensure that the first transmission path is protected from a torque overload; and

diverting an excess component of the torque (MMot) via the second transmission path responsive to said current permissible upper limit being exceeded.

2. (currently amended) A method as set forth in claim 1 wherein the first clutch (C1) and the second clutch (C2) are operated in-a with slip.

3. (currently amended) A method as set forth in claim 1 wherein a parallel activity of the first and the second transmission paths is maintained until switching over a switch is made from the first transmission path into to a new transmission path is effected.

4. (currently amended) A method as set forth in claim 1 wherein the second clutch (C2) is closed only so far to such an extent that the additional torque does not exceed a predetermined upper limit which is dependent on the operating mode condition.

5. (currently amended) A method as set forth in claim 1 wherein the first clutch (C1) is operated permanently with a slight with a small degree of slip.

6. (currently amended) A method as set forth in claim 1 wherein the first clutch (C1) is operated with a slight a small degree of slip at a predicted or occurred increase in the when a rise in the power demand is predicted or occurs.

7. (currently amended) A method as set forth in claim 1 wherein the first transmission path corresponds to a relatively high higher gear and the second transmission path corresponds to a relatively low lower gear.

Claims 8-13. (canceled)

14. (currently amended) A twin-clutch transmission (10) comprising:  
at least a first clutch (C1) and a second clutch (C2) for the transmission of torque from a drive shaft (I) to an output shaft (O) by way of different respectively via a first transmission path (E2, Z8, Z9, S2, Z3, Z4), and a second transmission path (E1, Z1, Z2, S1, Z3, Z4; E1, Z5, Z6, S3, Z7), paths and a control means controller for actuation of the clutches,

said control means controller for comparing torque (MMot) provided by the engine with a current permissible upper limit for a selected gear and an operating mode of the transmission, said current permissible upper limit being selected to ensure

that the first transmission path is protected from a torque overload; and for controlling said second clutch (C2),

said controller for diverting an excess component of the torque (MMot) via the second transmission path responsive to said current permissible upper limit being exceeded

~~and said second clutch (C2) being at least partially closed in order to transmit an additional torque from the drive shaft (I) to the output shaft (O) by way of a second transmission path (E1, Z1, Z2, S1, Z3, Z4; E1, Z5, Z6, S3, Z7) when the torque transmitted by way of said first clutch (C1) reaches a predetermined upper limit.~~

15. (currently amended) A twin-clutch transmission as set forth in claim 14 wherein two different output gears (Z4, Z7) for introducing ~~passing~~ torque into an axle transmission.

16. (currently amended) A twin-clutch transmission as set forth in claim 15 wherein a quotient of the transmission ratios between the first and the second gear and between the second and the third gear is less than 2.0, ~~preferably less than 1.5.~~